

Folsom Street Questionnaire Summary

5-18-2016

In April, 2016 the city posted an online questionnaire as part of the public engagement and evaluation of the Folsom Street pilot project. An objective for the questionnaire was to gather community input on the next steps for the pilot project treatments along Folsom Street between Valmont Road and Colorado Avenue.

Respondents viewed “before” and “current” photos of the street design for each pilot project treatment being tested along the corridor. They were asked to share their opinion on whether to keep it, refine it, or remove it. An exception was for questions regarding the middle sections, which only asked for an opinion on whether to “keep it” or “refine it” because the Spruce to Canyon section of the corridor was returned to the before condition street design in fall 2015 and the Canyon to Arapahoe section where vehicle and bike lanes were unchanged throughout the duration of the pilot project. It is important to note that the “Refine it” and “Remove it” options were not defined for respondents. As demonstrated in the individual comments, a wide range of opinions were captured.

Respondents also provided feedback on public engagement strategies, answered questions about which mode(s) they use and how often when traveling along Folsom, and shared demographic age, gender and Boulder residency / employment details.

The questionnaire was live from April 29 to May 15. During this time 654 respondents completed the questionnaire. A summary of the community input received is included below and individual comments follow the summary.

Questionnaire Distribution

- Sent to Living Lab email distribution list
- Forwarded by Community Cycles to their email list
- URL posted on Open House Boards (4-21-16)
- Link to questionnaire on Living Lab website
- Forwarded by McGuckins to their email list
- Pop-up event at McGuckins (5-14-16)

Demographics of Respondents

- Slightly more females than males reported they drive daily on Folsom (43% vs 36%)
- About the same percent of males and females reported they ride bicycles daily on Folsom (25%)
- About the same percent of males and females reported they never ride a bicycle on Folsom (27%)
- About 90% of respondents live in Boulder. 69% work in Boulder. 21% own a business in Boulder. 8% attend school in Boulder

How Do Respondent Demographics Compare to City as a Whole?

Age Group	Questionnaire	City of Boulder
15 to 19	1%	13%
20 to 39	24%	47%
40 to 54	30%	18.5%
55 to 74	41%	16.5%
Over 74	4%	5%

Gender	Questionnaire	City of Boulder
Female	45%	46%
Male	55%	54%

Valmont to Spruce

- Overall: 49% of respondents prefer to keep the PBLs, 14% refine, 37% remove
- Age correlation: Older respondents were more likely to want PBLs removed, younger respondents were more likely to want the PBLs retained
- Mode correlation: Respondents who drive more often were more likely to want the PBLs removed, respondents who ride bicycles more often were more likely to want PBLs retained.
 - 33% of respondents that drive daily prefer to keep, 76% of respondents that bike daily prefer to keep
- Gender correlation: Similar responses among males and females, and male/females that ride bikes and drive on Folsom

Key themes of comments

- Vehicle congestion is a concern
- Protected lane is unnecessary
- Creates obstacles for vehicle traffic
- Biking feels much safer now
- Auto traffic was too fast before. Please keep protected lanes.
- Four lanes too tight. No more safety concern for side swipe collisions
- More dangerous for cyclists
- Don't see any cyclists
- Better accommodates tricycles
- Visual clutter is distracting
- Aesthetics of bollards are a concern. Improve the barriers (planters)
- Remove the bollards – buffered lanes only
- Extend protected bike lane further south and north
- Center turn lane is good and more safe
- Return to previous four lane configuration
- Difficult to turn onto Folsom from side streets (Spruce)
- Merge northbound at Spruce and at Valmont intersection merge is a concern
- Change between Spruce and Pine (Mapleton to Spruce) back to four vehicle lanes
- Enable cyclists without impacting autos
- Having better bike lanes through curvy section is good
- Works well for all

Spruce to Canyon

- Overall: 48% prefer to keep, 52% refine (majority of comments would like to see PBLs reinstalled or bike lanes improved)
- Age correlation: Older respondents were much more likely to want to keep the current treatment than younger respondents

- Mode correlation:
 - About 60% of respondents that drive daily prefer to keep, 40% to refine
 - About 30% of respondents that bike daily prefer to keep, 70% to refine
- Gender correlation: More females than males that drive daily prefer to keep than refine the existing condition
 - About 71% of females and 53% of males that drive daily prefer to keep
 - About 28% of females and 30% of males that bike daily prefer to keep

Key themes of comments

- Keep conventional bike lanes
- Reinstall protected bike lanes
- Extend the protected bike lanes south to Colorado
- Congestion during peak rush hour is already bad
- Widen bike lanes they are too narrow now
- Widen the roadway to provide protected bike lanes and two travel lanes
- Protected lanes created safety conflicts with right turning vehicles
- Works fine
- The center turn lane was a huge improvement
- Bike volume does not justify the inconvenience to car drivers and store owners
- Improve the pavement conditions in the bike lanes

Pearl Intersection

- Overall: 66% keep, 16% refine, 18% remove
- Age correlation: Younger respondents were more likely to prefer to keep the current treatment than older respondents
- Mode correlation:
 - Respondents that drive daily: 61% keep, 11% refine, 28% remove
 - Respondents that bike daily: 83% keep, 12% refine, 5% remove
- Gender correlation: Similar responses among males and females, and male/females that ride bikes and drive on Folsom

Key themes of comments

- Waste of green paint
- Green paint is distracting and confusing
- Many people still don't know what green markings mean
- Need to educate people
- Keep it and keep improving
- Helps with awareness and visibility
- Anything that improves safety is good
- Make full bike lane green
- Add physical barrier
- Add signs too
- Doesn't make a difference
- Not sure

Canyon to Arapahoe

- Overall: 57% keep, 22% refine, 21% remove
- Age correlation: Slightly more younger respondents preferred to keep or refine the current treatment than older respondents
- Mode correlation: Respondents that drive daily are more likely to prefer to remove the treatment, while those that bike daily are more likely to prefer to refine or keep the treatment.
 - Respondents that drive daily: 54% keep, 16% refine, 30% remove
 - Respondents that bike daily: 65% keep, 25% refine, 12% remove
- Gender correlation: Similar responses among males and females, and male/females that ride bikes and drive on Folsom
- Feedback about bike box noted a lack of understanding how to use the bike box and need for education about the bike box

Key themes of comments

- Many people still don't know what green markings or bike box mean
- Need to educate people
- Helps with awareness and visibility
- Waste of green paint
- Green paint is distracting and confusing
- Prohibits and impedes right turns on red
- Anything that improves safety is good
- Add physical barrier
- Add signs too
- Doesn't make a difference
- Not sure
- Unnecessary

Arapahoe to Taft

- Overall: 70% keep, 13% refine, 17% remove
- Age correlation: Younger respondents were more likely to prefer to keep or refine the treatment than older respondents (about 8% of respondents under 40 and 27% of respondents 40 and over preferred to remove the treatment)
- Mode correlation:
 - Respondents that drive daily: 68% keep, 7% refine, 25% remove
 - Respondents that bike daily: 76% keep, 17% refine, 6% remove
- Gender correlation: Similar responses among males and females, and male/females that ride bikes and drive on Folsom.

Key themes of comments

- Add bollards – make protected
- Buffered lanes are a good compromise
- Conventional bike lanes were adequate
- Not needed
- More safe now
- Need a consistent approach along the whole corridor
- Improvement for pedestrians too
- More visible

- Better marked. But, not better experience
- Some confusion that vehicle lanes were removed
- Increased bike traffic = buffered bike lane better

How Do Respondents Want to Participate?

- 62% responded they would “absolutely” participate in On-Line Surveys
- 9-16% responded they would “absolutely” participate in: scheduled field tours, informal café meetings, online meetings, HOA meetings